REPLACEMENT OF EXISTING ENTRANCE DOORS
THE ENGINE HOUSE
CHORLTON MILL
3 CAMBRIDGE STREET
MANCHESTER

HERITAGE STATEMENT



Mike Macpherson **Architects**
38 Reynard Road, Chorlton, **Manchester** M21 8DD

T: 0161 870 6129
E: mail@mikemacpherson-architects.co.uk
www.mikemacpherson-architects.co.uk

P102/HS Heritage Statement
May 2012

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THE ENGINE HOUSE, CHORLTON MILL. MANCHESTER

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REPLACEMENT OF EXISTING ENTRANCE DOORS
THE ENGINE HOUSE, CHORLTON MILL. MANCHESTER

HERITAGE STATEMENT

1.0 INTRODUCTION

1.1 This Heritage Statement has been prepared by Mike Macpherson Architects on behalf of the International Anthony Burgess Foundation to accompany Planning & Listed Building Consent Application for the replacement of the existing entrance doors to the Engine House at Chorlton Mill which is a Grade II listed building located on the corner of Cambridge Street & Hulme Street, Manchester.

1.2 This Statement considers the heritage issues connected with the proposed replacement doors to the Engine House and the Listed Building status for Chorlton Mill. A list of all the drawings & information submitted with the Planning & Listed Building Consents Applications is shown in Appendix 7.2.

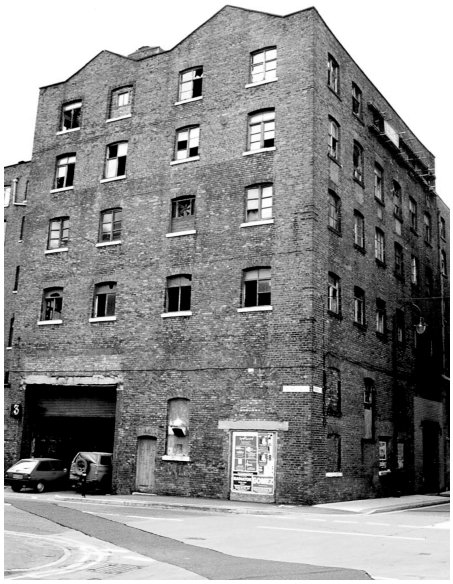
1.3 The Application is for the replacement of the existing glass entrance doors on the Cambridge Street frontage of the Engine House with new double glazed doors in a slimline aluminium frame. The existing double entrance doors are part of a large planar glazing type glazed screen installed 12 years ago. The applicant has experienced numerous problems with the existing doors (refer to the Design & Access Statement) and is seeking to provide suitable replacement entrance doors for the International Anthony Burgess Foundation. The Heritage Statement gives a description of the site context; building history; planning policy and the impact of the proposals for replacement entrance doors on the listed building status of Chorlton Mill.

2.0 LOCATION AND CONTEXT

2.1 The application site is on the ground floor of the Engine House which is located on the corner of Chorlton Mill at the junction of Cambridge Street and Hulme Street, Manchester. Ten years ago Chorlton Mill was refurbished and converted to generally provide apartments on the upper floors and mixed uses on the ground and lower floors. Prior to its conversion the mill building had been neglected and vacant for a long period since the mid 1980's and formed part of the Dunlop factory complex. Refer to Figs. 1,2 & 3 for photographs of the Engine House in 1998 prior to the mill conversion works taking place.

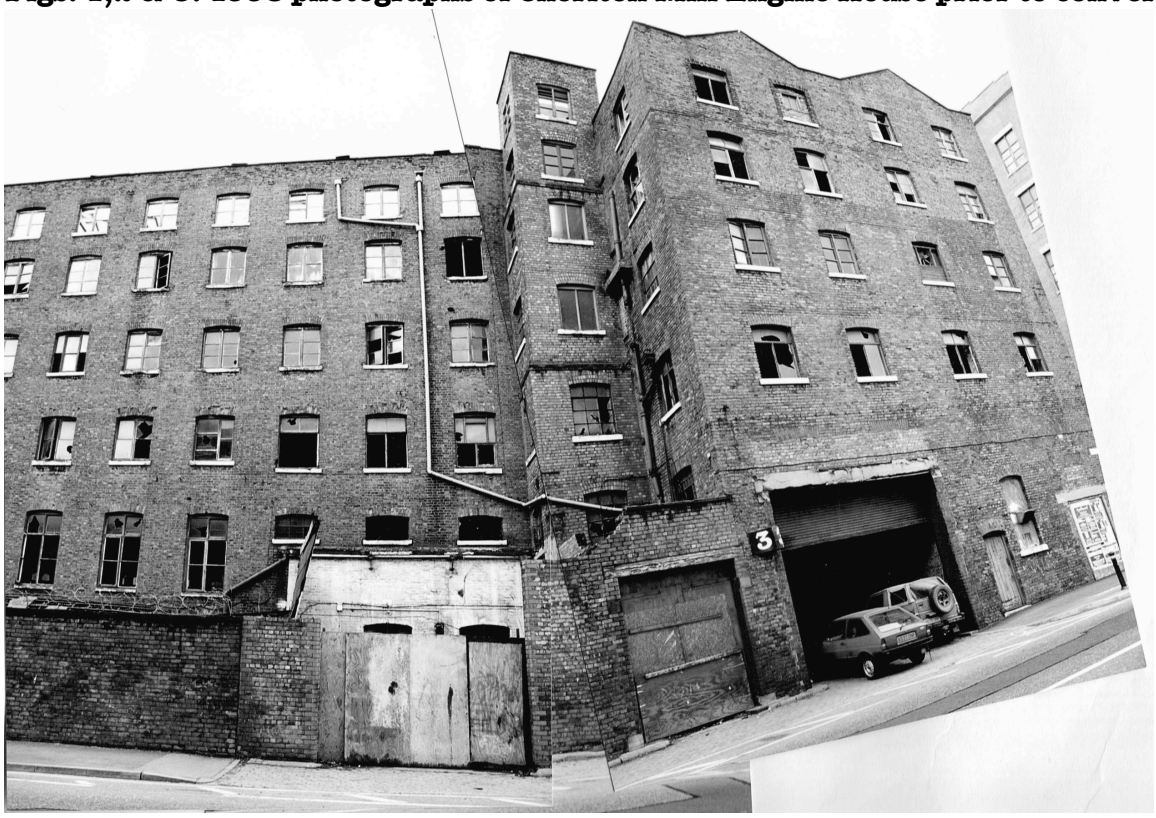
2.2 The vicinity of the site has an interesting past with a variety of industrial, commercial and residential uses. The main industry in the area used to be the Dunlop factory which produced a variety of rubber products. A significant proportion of the former Dunlop complex consists of listed buildings. To the east of Chorlton Mill along Great Marlborough Street there are two warehouse buildings which have been converted for office use. Along Hulme Street, Lincoln House and Sally's Yard warehouse were converted to residential use in the mid-1990's, with newbuild Lockes Yard apartments at the junction with Great Marlborough Street. Directly across Hulme Street, the former Chorlton Old Mill has been converted to student accommodation, with a pub, retail units and car parking also provided. Opposite from Chorlton Mill Engine House is a car park with the Salvation Army residential centre located to the rear. At the rear of Chorlton Mill the former Dunlop Factory was demolished and both the Foundry Building and Green Buildings have been built. Further buildings were proposed as part of the Macintosh Village masterplan to form a new Southern gateway to the City but with the recent economic recession these sites remain vacant.

2.3 Chorlton Mill and its chimney are Grade II listed, located opposite is the Grade II listed former Cotton Mill and mill chimney stack at the Hulme Street / Cambridge Street junction (Refer to Appendix 7.3 for English Heritage Listing). Immediately South of Chorlton Mill is the converted Chorlton Old Mill and the former Cotton Mill which are also both Grade II listed and front onto Cambridge Street. Other buildings of architectural or historical interest in the immediate vicinity of the Engine House are the Hotspur House building on Cambridge Street and the Swinton Insurance building on Great Marlborough Street. The ordnance survey map of 1849 (refer Fig.4) shows Chorlton Mill south of the River Medlock with the infamous Little Ireland back to back housing to the North.





Figs. 1,2 & 3. 1998 photographs of Chorlton Mill Engine House prior to conversion



3.0 BUILDING HISTORY

3.1 The mill building dates back to 1813 when the first wing of Chorlton Mill building parallel to Cambridge Street was completed and functioned as a cotton mill. The six main storeys were 10ft 6in high, the ground or semi-basement floor 10ft and the top floor 8ft 6in high. The building was divided into four bays by three rows of cast iron columns 12ft 6in high apart supporting beams at intervals of 9ft. The cast iron column diameters reduced from 5 1/2 in in the basement to 4 in on the top floor. The beam engine was installed in 1814 in the north end of the building and required a head room of nearly 5 storeys. The engine was located behind the stone spiral staircase which provided the main entrance until the chimney was built nearly 40 years later. The preparation mill along Hulme Street was built five years later in 1818 with the corner plot being occupied by the manager's house up to 1845 (refer to Figs.5, 6 & 7).

3.2 The engine house on the Cambridge Street and Hulme Street corner was built in 1845 with a pair of beam-engines linked to a boiler house across Cambridge Street with a tunnel under the road to contain the steam pipes. Internally the corner engine house has larger cast iron beams on the upper floors with pulley rings cast onto them to allow for lifting items. The chimney was built on the Cambridge Street frontage in 1850. From the 1960's the Engine House acted as a fire station for the whole Dunlop factory complex and the large opening fronting onto Cambridge Street was formed with a steel beam and roller shutter (Refer to figs 1-3). The Engine House was used as a Marketing Suite before the International Anthony Burgess Foundation carried out refurbishment works and moved into the Engine House in late 2009/early 2010. The International Anthony Burgess Foundation has an extensive library and archive of books, manuscripts,correspondence and photographs relating to Anthony Burgess and his work kept at the Engine House. The IABF also has a wealth of audio and visual material, paintings, drawings, objects from his various houses at the Engine House which also provides space for readings and performances of Burgess's literary works and music, as well as offering an excellent performance space for national & international writers and musicians.

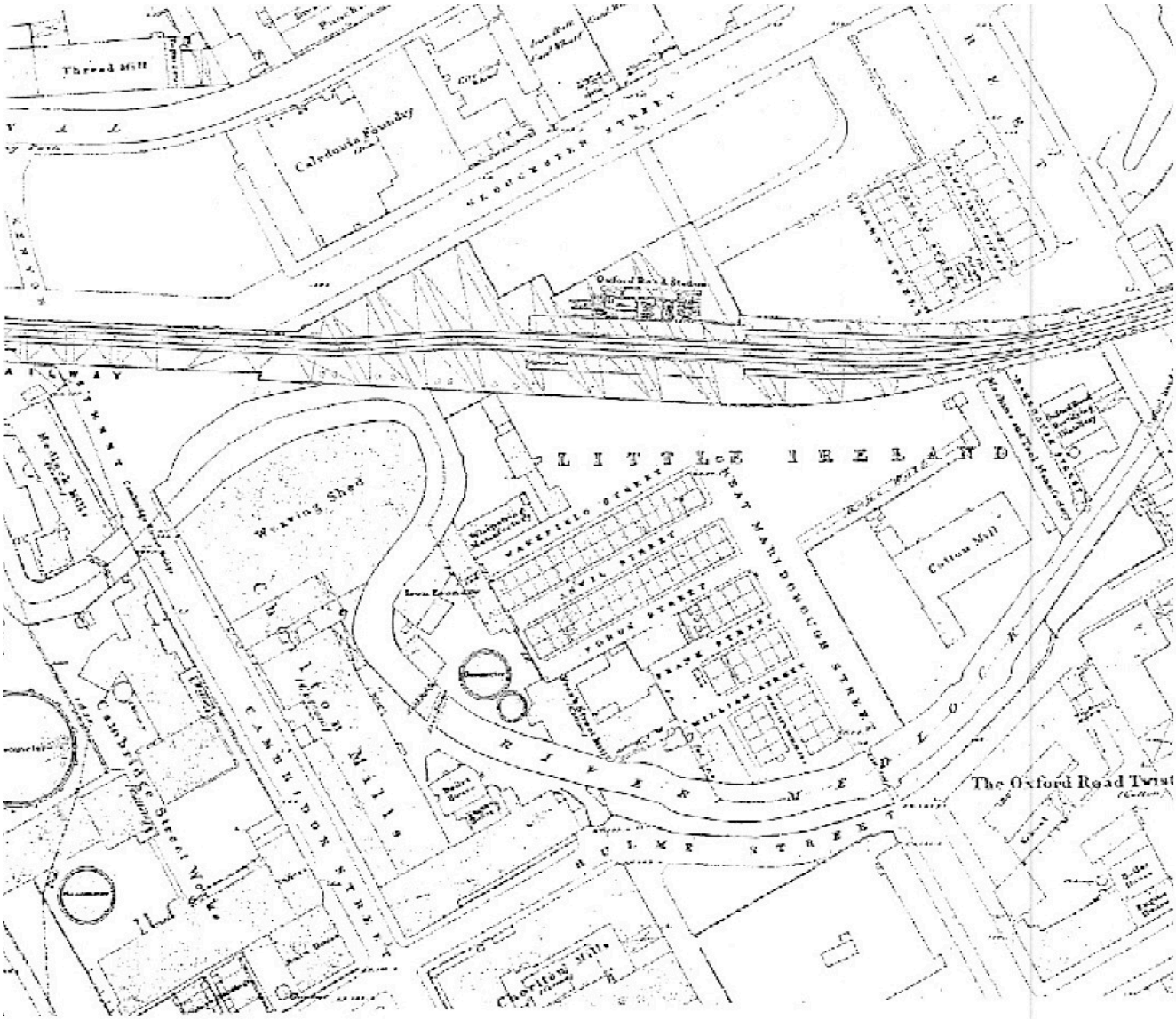


Fig.4 Ordnance Survey Map of 1849 showing Chorlton Mill & Little Ireland

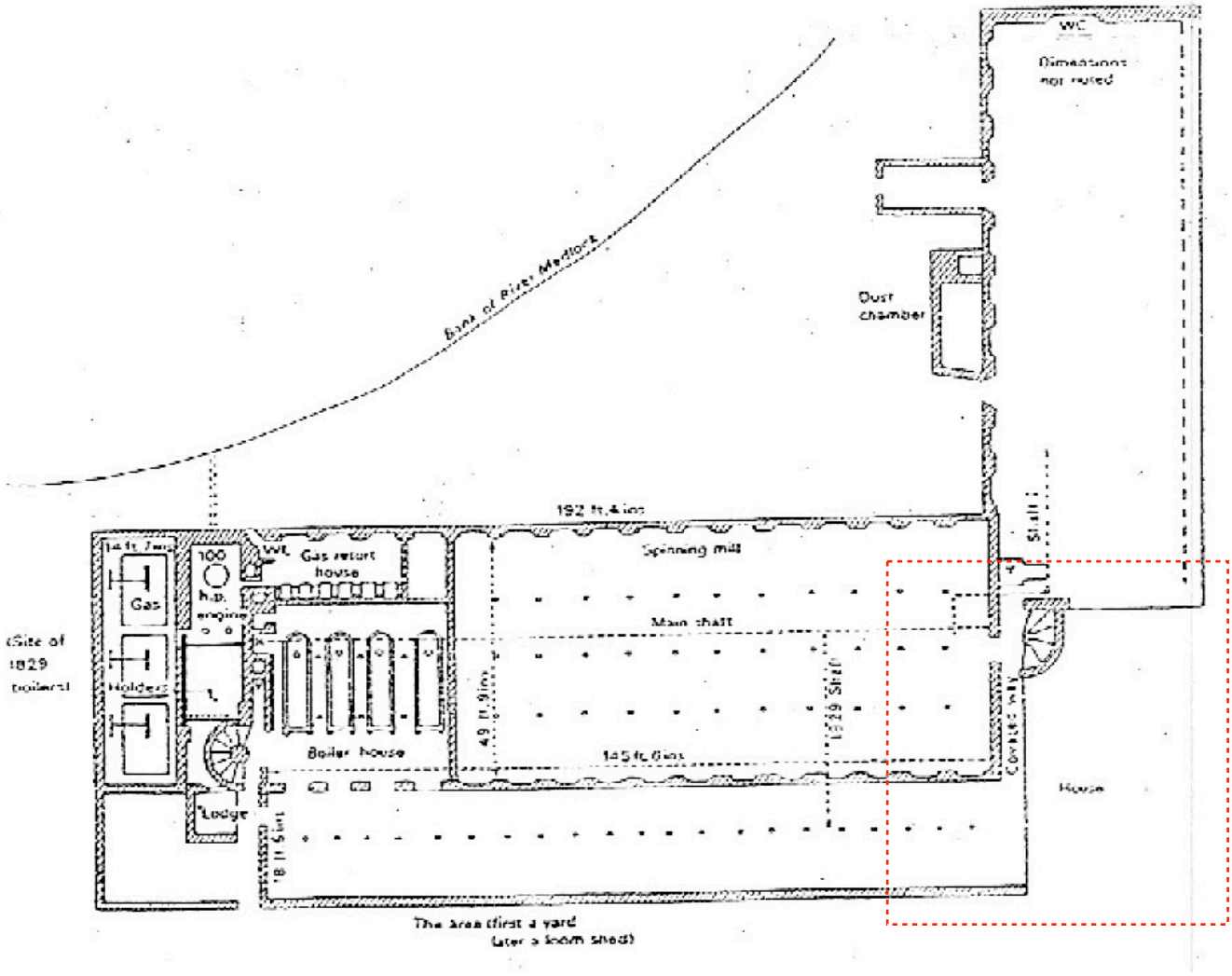


Fig.5 Plan of Chorlton Mill c1830 prior to Engine House

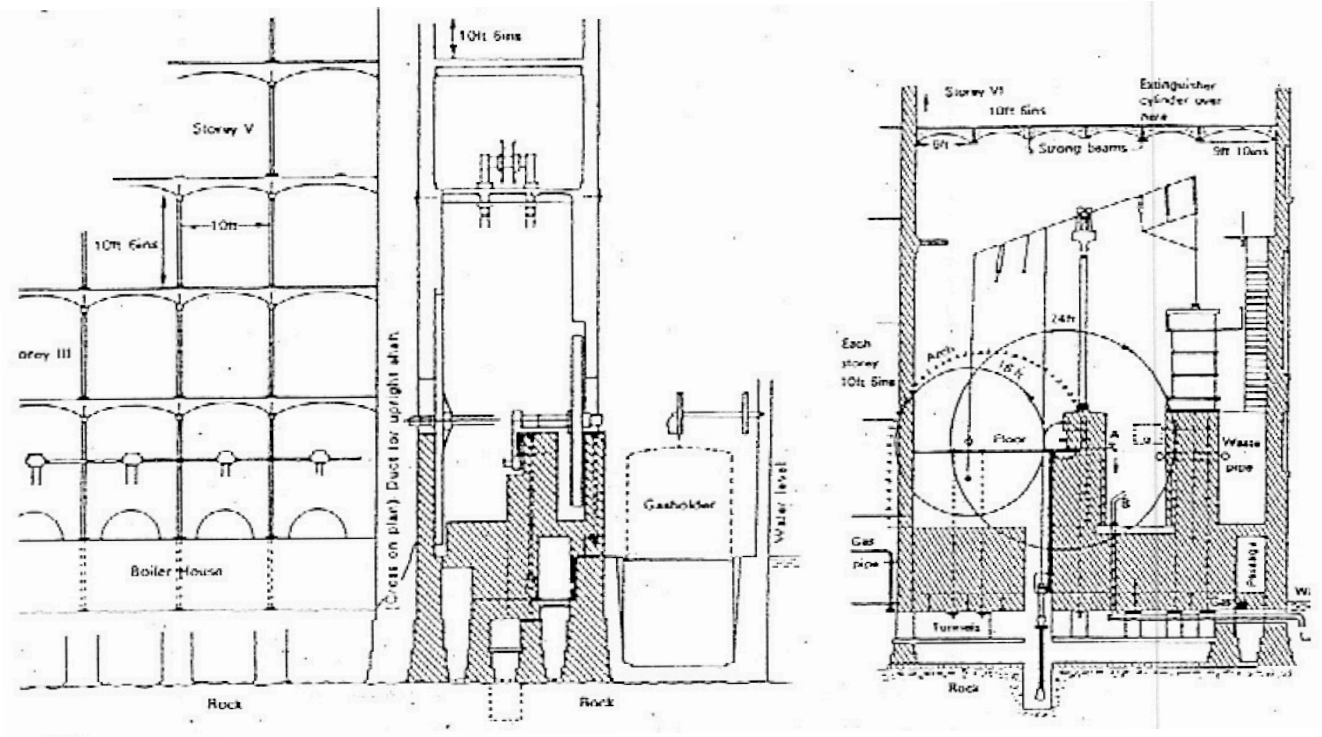


Fig.6 Chorlton Mill Section to Cambridge St. gable showing beam engine

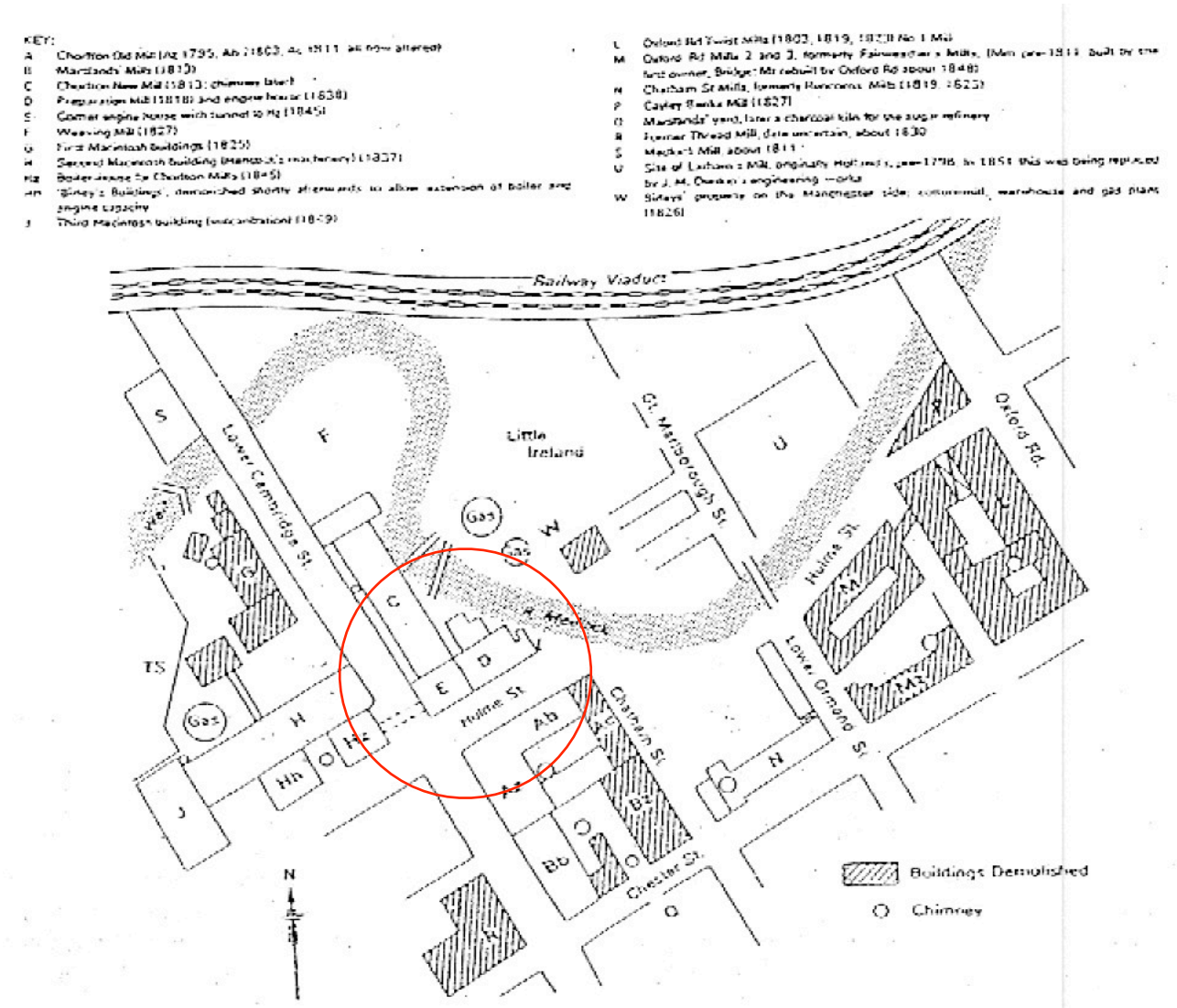


Fig.7 Chorlton Mill Neighbourhood c1851

4.0 PLANNING POLICY

4.1 National Planning Policy Framework

The National Planning Policy Framework (published in March 2012) sets out national policy on conserving and enhancing the historic environment. Section 12 of the NPPF sets out the key issues relating to the proposals for the kitchen extract duct & the replacement of existing doors at the Engine House as follows:-

PARAGRAPH 128 - Local planning authorities should require an applicant to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset & no more than is sufficient to understand the potential impact of the proposal on the significance of the asset.

PARAGRAPH 131 - In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

PARAGRAPH 132 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

4.2 Conserving the historic environment

The proposed replacement of the existing doors should have no significant impact on the main historic features of Chorlton Mill and be sympathetic to the Engine House building and its context. The impact on the architectural scale and character of Chorlton Mill will be low and in terms of the buildings longevity as a heritage asset, all the proposed new work is reversible, so that any changes can be undone at a future date without harm to the historic fabric of the Grade II listed building.





Figs.8 & 9 Photographs of existing Engine House frontage to Cambridge Street

5.0 DESIGN PROPOSALS

5.1 Client Requirements & Sketch Proposals

The Application is for the replacement of the existing sheet glass pivot type entrance doors on the Cambridge Street frontage of the Engine House with new double glazed doors in a slimline aluminium frame. The existing double entrance doors are part of a large planar glazing type glazed screen installed in 2000. The applicant has experienced numerous problems with the existing doors (refer to the Design & Access Statement) and is seeking to provide suitable replacement entrance doors for the International Anthony Burgess Foundation. The existing doors have been replaced several times but cannot be fitted with additional closers, limiters or fittings as the heat soaked glass cannot be drilled or accept any new fixings. Similarly new sheet glass doors cannot be hung from the existing glazed screen and the only option to replace similar upgraded sheet glass doors would be to replace the whole glazed screen which is simply not viable in terms of costs.

Initial sketch proposals were produced for discussion with both the client and Manchester City Council Planning Department based on an independent Rectangular Hollow Section steel frame 'goal post' to support new doors and door frame set just inside the line of the existing glazed screen. The first Sketch Option A was for 2.1m high double doors with a 0.3m high logo sign covering the RHS steel support frame. The second Sketch Option B was for a 2.1m high automatic sliding door and fixed glass panel supported below a RHS frame with covering 0.3m high logo/sign above the doors (refer to Appendix 7.4 & 7.5 for Initial Sketch Options A & B).

After a meeting on site with both the Planning Officer and the Design & Conservation Officer the following points were agreed in respect of the proposals for new entrance doors:-

a) the preferred solution was double swing type doors rather than sliding doors;
b) the height of the double swing doors should be 2.4m to closely match the existing;
c) the visual impact of any steel frame should be reduced to a minimum;
d) the new doors should have a slimline type frame to reduce visual impact.

5.2 Detail Design Proposals

Following the feedback in response to the initial sketch proposals the IABF appointed a Structural Engineer to look at providing a minimal structural solution for a steel frame to support the new doors and resist wind loadings. Rather than a clumsy RHS with door frame bolted below a much neater solution is to have a 'C' type steel channel section with the smaller face to the outside and the door frame itself discretely fixed inside the steel 'C' section. The new independent double doors are to be positioned 10mm inside the line of the existing planar glazing and be fitted with concealed transom closers to avoid some of the problems experienced with the existing pivot hinge doors.
The new double action open-in & open-out doors are to be Comar 7P.i type double glazed doors from Comar Architectural Aluminium Systems fitted with anti finger trap stiles and Axim size 3 concealed transom closers. The slimline aluminium frame is to be finished in a polyester powder coat finish in a RAL colour to closely match stainless steel (Telegrey 4 RAL 7047).
For further details of the proposed new doors refer to drawing no. P102/05 submitted with the application.

6.0 SUMMARY

6.1 The Heritage Statement demonstrates that the proposed replacement of the Engine House doors will have no significant impact on the main historic features of Chorlton Mill which will remain as a 'fine example of early large-scale mill building'.
The proposals for new replacement doors within the glazed screen will have a low impact on the architectural scale and character of Chorlton Mill and it is worth noting that in terms of the buildings longevity as a heritage asset, all the proposed new work is reversible, so that any changes can be undone at a future date without any harm to the historic fabric of the Grade II listed building.

7.0 APPENDICES

7.1 Appendix 1 - List of Illustrations

Fig 1 - 1998 Photograph of Chorlton Mill Engine House
Fig 2 - 1998 Photograph of Chorlton Mill Engine House
Fig 3 - 1998 Photograph of Chorlton Mill Engine House
Fig 4 - Ordnance Survey Map of 1849 showing Chorlton Mill & Little Ireland
Fig 5 - Plan of Chorlton Mill c1830 prior to Engine House
Fig 6 - Chorlton Mill Section to Cambridge St. gable showing beam engine
Fig 7 - Chorlton Mill Neighbourhood c1851
Fig 8 - Photograph of existing Engine House frontage to Cambridge Street
Fig 9 - Photograph of existing Engine House frontage to Cambridge Street

7.2 Appendix 2 - List of Planning & Listed Building Consent Drawings/Information submitted by Mike Macpherson Architects

P102 / SP1	Existing Site Photographs
P102 / 01	Site Location
P102 / 02	Site Layout
P102 / 03	Existing Ground Floor Plan & Elevation
P102 / 04	Proposed Ground Floor Plan & Elevation
P102/ 05	Proposed Entrance Door Details
P102 / D&AS	Design and Access Statement
P102 / HS	Heritage Statement
P102 / FRS	Flood Risk Statement

MB-1622(1-15) Structural Design Calculations and Details for Door Support Frame

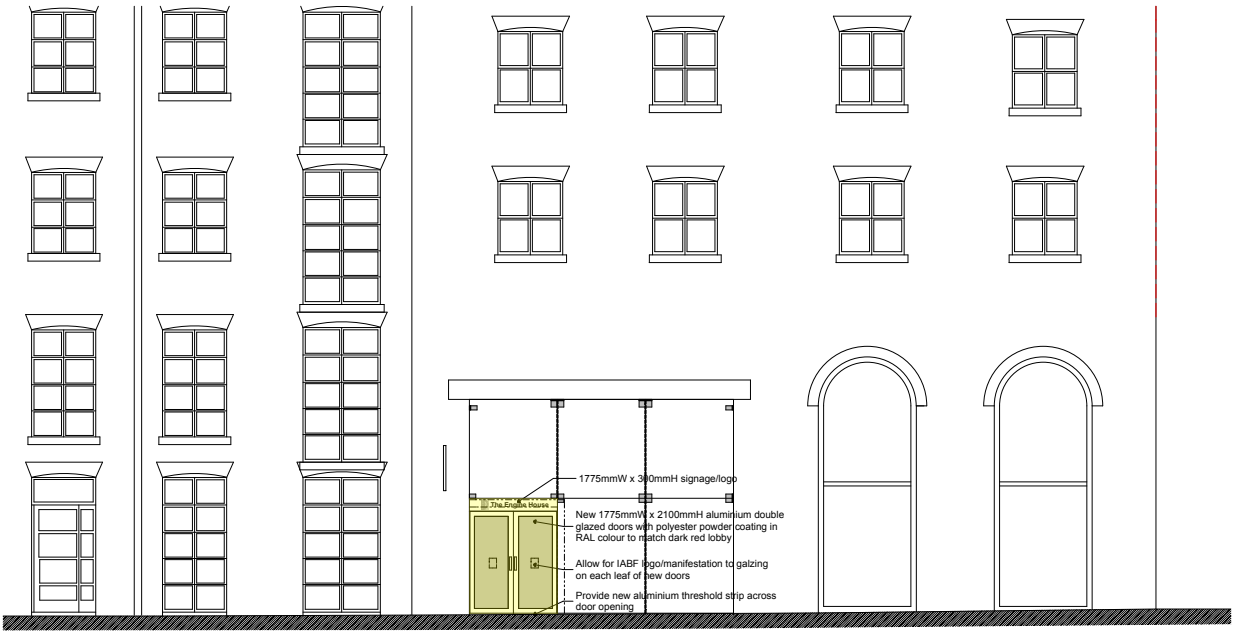
Appendix 7.3 - English Heritage Grade II Listing Text for Chorlton Mill

CHORLTON NEW MILL AND ATTACHED CHIMNEY, MANCHESTER
Description: Chorlton New Mill and Attached Chimney
Grade: II Date Listed: 11 March 1988
English Heritage Building ID: 387963OS
Grid Reference: SJ8393297347 OS Grid Coordinates: 383932, 397347
Latitude/Longitude: 53.4726, -2.2435
Location: Cambridge Street, Manchester, Greater Manchester M1 5BY
Locality: Manchester Local Authority: Manchester County: Greater Manchester
Country: England Postcode: M1 5BY

MANCHESTER SJ8397 CAMBRIDGE STREET
698-1/19/36 (East side) 11/03/88 Chorlton New Mill and attached chimney (Formerly Listed as: CAMBRIDGE STREET(East side) Chorlton New Mill)
GV II
Cotton spinning mill, now partially used as rubber processing works. 1814, extended in 1818 and 1845, with chimney dated 1853. Red brick with slate roofs throughout; cast iron and brick fireproof internal structure. Original block is parallel to Cambridge Street; 8 storeys (including 2 below street level), 20 bays, each with small rectangular window with cambered brick head. Internal engine house towards N end, segregated from main body of mill by cross wall built to incorporate vertical main-shaft, ducts, ventilation system and hoist, and with fireproof staircase located behind engine house; originally built with internal boiler house to S of cross wall. Internal construction has cast iron columns supporting cast iron beams and transverse brick arches; the original roof structure may have been cast and wrought iron, but was later replaced. Parallel single storeyed roof-lit shed in narrow yard to front of mill possibly built as loom shed in early-mid C19 (see Clark). Chimney adjacent to NW dated 1853; brick with iron bands; octagonal. Wing parallel to Hulme Street added in 1818; 6 storeyed, 12 bays, with central segmentally arched entrance to yard, and small rectangular windows with cambered brick heads in each bay. Fireproof internal structure (cast iron columns and transverse brick arches). 3 storeyed office building adjoins to E. The 2 ranges were linked in 1845 by a 6 storey block to SW of site (on corner of Cambridge Street and Hulme Street); 6 bays to Hulme Street, and 4 bays beneath parallel gables to Cambridge Street. Blocked round-arched windows cut by later fenestration indicate former internal engine house in SW of site (on corner of Cambridge Street and Hulme Street); 6 bays to Hulme Street, and 4 bays beneath parallel gables to Cambridge Street. Blocked round-arched windows cut by later fenestration indicate former internal engine house in SW corner of this building originally intended to serve all 3 blocks on the site (originally with boiler house and chimney on opposite side of street, linked by a tunnel at least until construction of extant chimney to N of site). Fireproof internal structure. Weaving sheds added to N of site in 1829 have been demolished and built over.
HISTORY: The mill was developed by a partnership which also operated the near-by Chorlton Old Mill (as well as other mills on Oxford Road which are no longer extant), and by 1838 they had also formed a partnership with Charles Macintosh who was using the nearby Cambridge Street rubber works site for the production of rubberised cloth.
Included as a fine example of early large-scale mill building; the 1814 mill may be the oldest surviving fireproof mill in Manchester, and the multi-phase site is a good example of a type of development and layout which became characteristic of C19 urban mills.
(Williams M, with Farnie DA: Cotton Mills in Greater Manchester: London: 1993-: 158-159; Industrial Archaeology Review: Clark S: Chorlton Mills and their neighbours: Oxford:
1978-: 207-239).

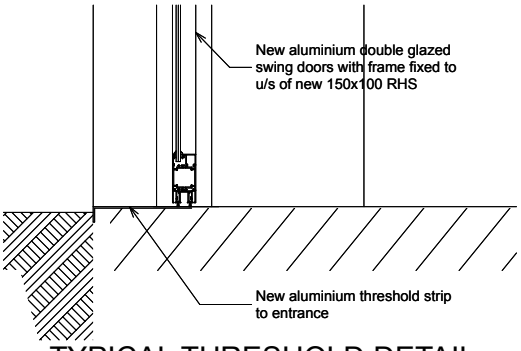
Listing NGR: SJ8393297347

Appendix 7.4 - MM Architects Initial Sketch Option A Drawing

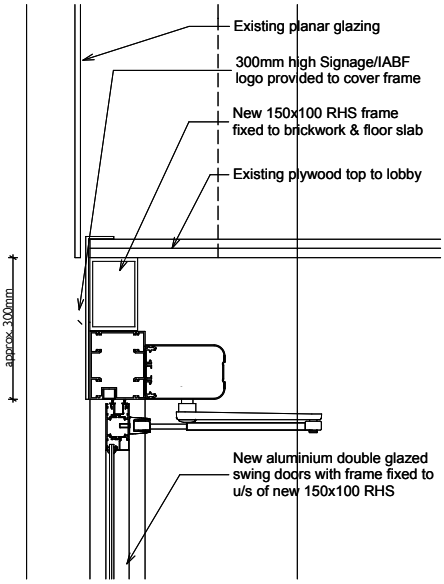


OPTION A - PROPOSED ELEVATION 1:100@A3

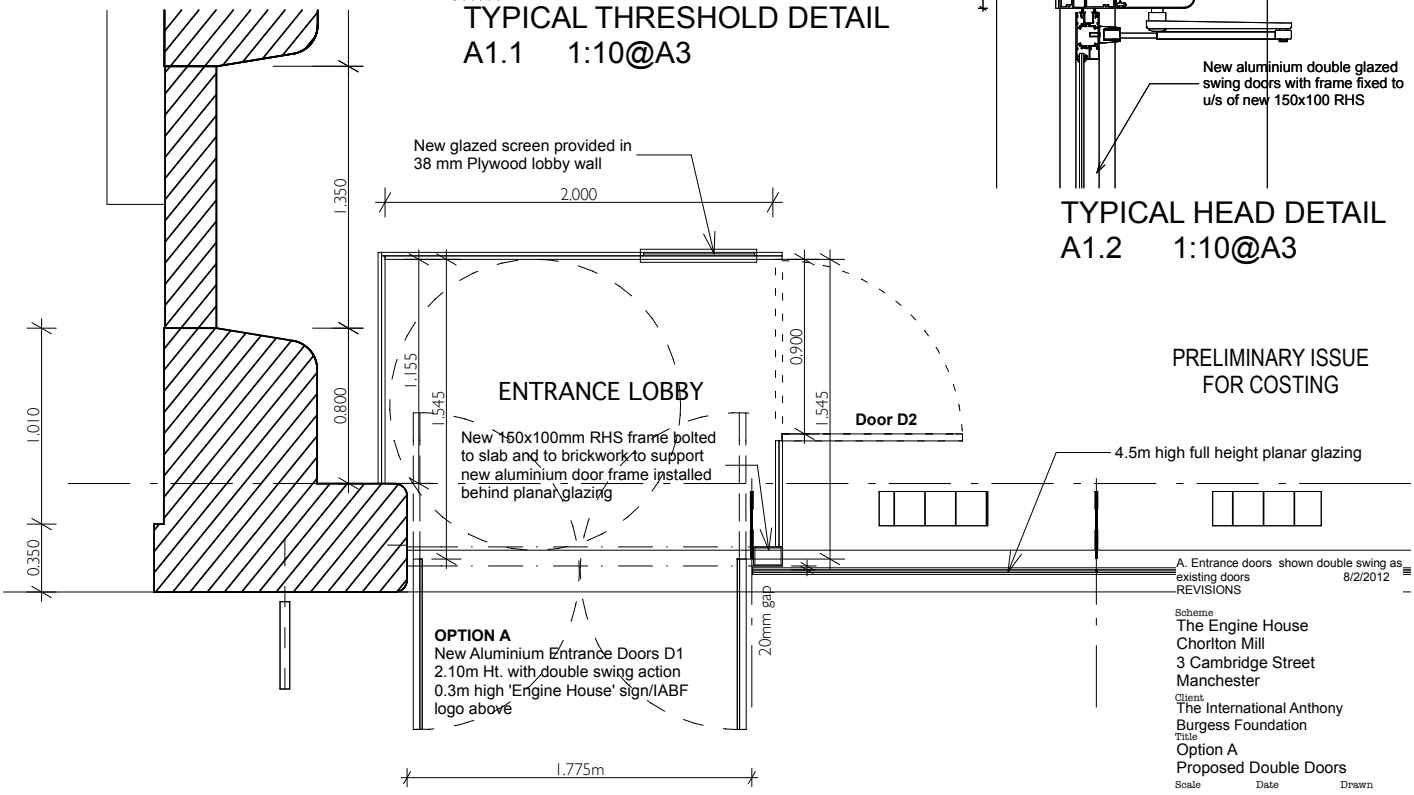
OPTION A SCOPE OF WORKS:-
- Removal of existing doors & floor springs;
- Installation of new double glazed swing doors;
- RHS steel frame to support new doors;
- New threshold strip;
- 300mm Signage/logo cover strip above doors;
- Alterations/making good to existing lobby;
- Glazed screen to existing lobby



TYPICAL THRESHOLD DETAIL
A1.1 1:10@A3



TYPICAL HEAD DETAIL
A1.2 1:10@A3



PRELIMINARY ISSUE FOR COSTING

OPTION A - PROPOSED PLAN 1:25@A3

A. Entrance doors shown double swing as existing doors 8/2/2012
REVISIONS

Scheme
The Engine House
Chorlton Mill
3 Cambridge Street
Manchester

Client
The International Anthony Burgess Foundation

Title
Option A
Proposed Double Doors

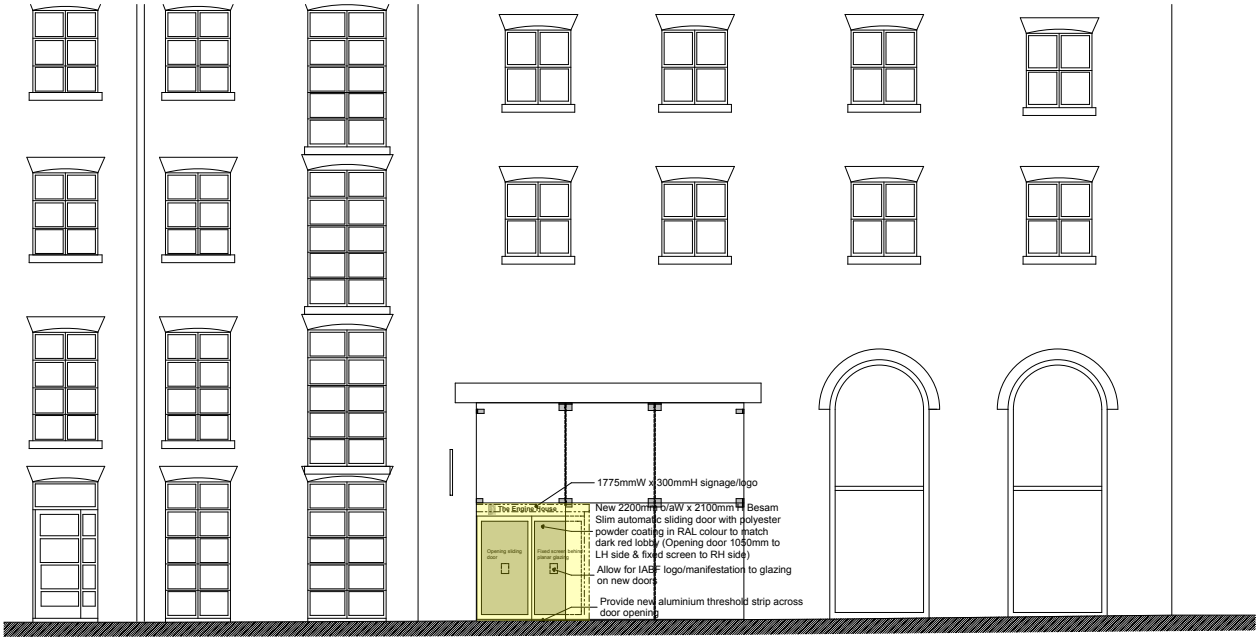
Scale	Date	Drawn
var	31.1.12	MM

Job No	Dwg No	Rev
P102	SK3	A

Mike Macpherson Architects
38 Reynard Road, Chorlton, Manchester M21 8DD
T: 0161 870 6129
E: mail@mikemacpherson-architects.co.uk
www.mikemacpherson-architects.co.uk

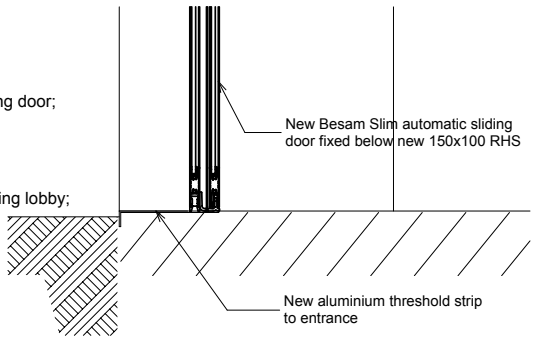
OPTION A - PROPOSED DOUBLE ENTRANCE DOORS 1:25@A3

Appendix 7.5 - MM Architects Initial Sketch Option B Drawing

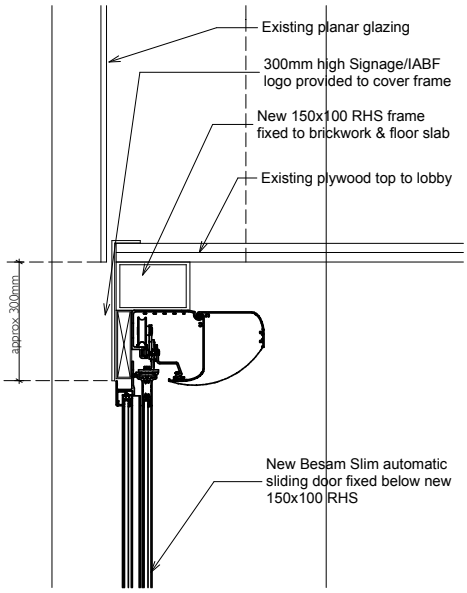


OPTION B - PROPOSED ELEVATION 1:100@A3

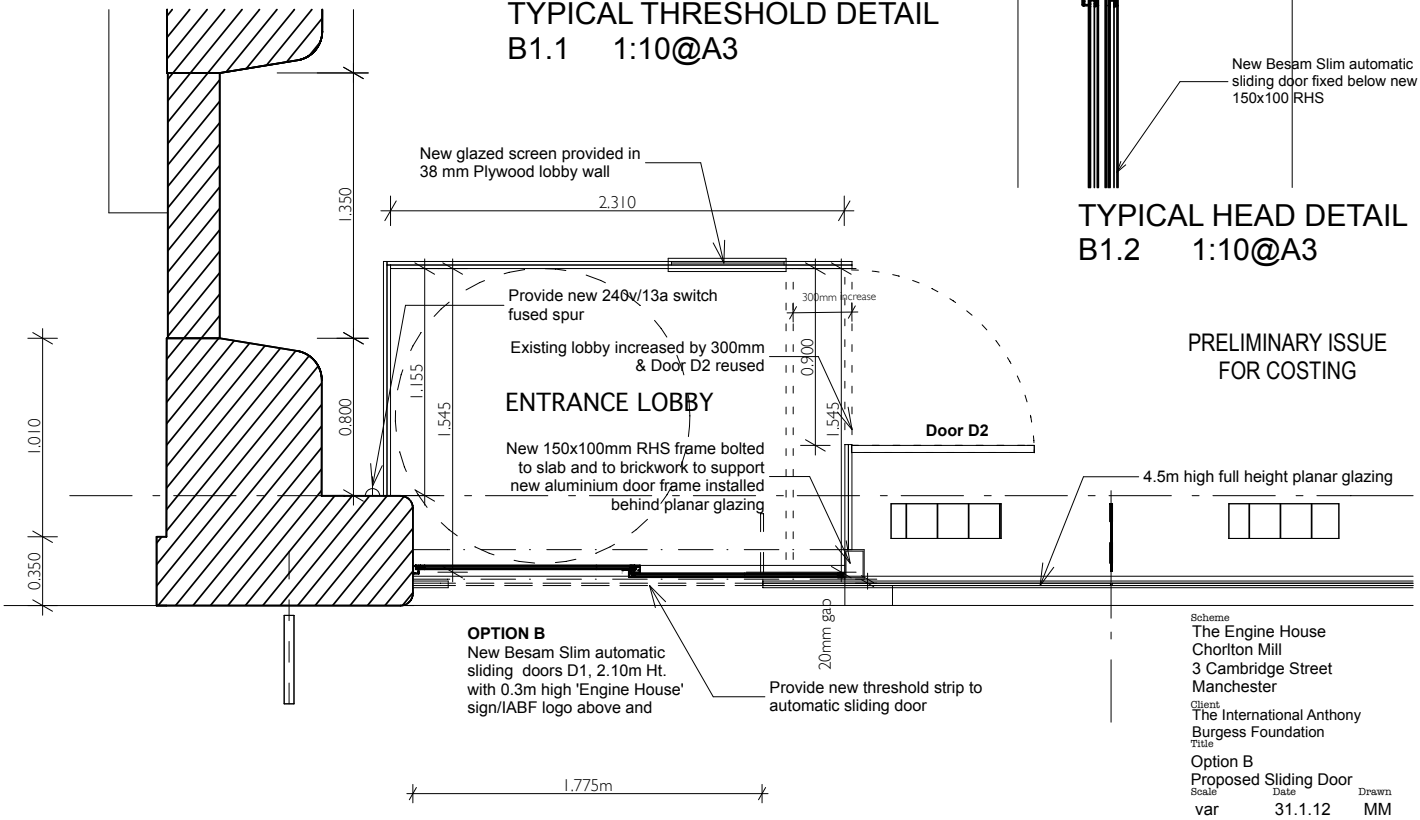
OPTION B SCOPE OF WORKS:-
- Removal of existing doors & floor springs;
- Installation of new Besam Slim automatic sliding door;
- RHS steel frame to support sliding door;
- New threshold strip;
- Electrical works (240v/13a switch fused spur);
- Fire Alarm interface;
- Increase size by 300mm & make good to existing lobby;
- Glazed screen to existing lobby;
- 300mm Signage/logo cover strip above door;



TYPICAL THRESHOLD DETAIL
B1.1 1:10@A3



TYPICAL HEAD DETAIL
B1.2 1:10@A3



PRELIMINARY ISSUE FOR COSTING

OPTION B - PROPOSED PLAN 1:25@A3

OPTION B - PROPOSED SLIDING ENTRANCE DOOR 1:25@A3

Scheme
The Engine House
Chorlton Mill
3 Cambridge Street
Manchester

Client
The International Anthony Burgess Foundation

Title
Option B
Proposed Sliding Door

Scale	Date	Drawn
var	31.1.12	MM

Job No	Dwg No	Rev
P102	SK4	

Mike Macpherson Architects
38 Reynard Road, Chorlton, Manchester M21 8DD
T: 0161 870 6129
E: mail@mikemacpherson-architects.co.uk
www.mikemacpherson-architects.co.uk